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*Subscriptions for this issue are invited by the
British Columbia Development Association,
Ltd., 45, Broad Street Avenue, London, E.C.*

A TRADING COMPANY.

**The Company acquires a practical
monopoly in dealing with about
four-fifths of the passenger traffic
to Klondike.**

**Steamers and Machinery now on the
way to Lake Bennett.**

THE Lake Bennett and Klondike Steam Navigation Company, Limited.

Incorporated under the Companies Acts, 1862 to 1893.

Directors.

Right Hon. THE EARL OF DUNMORE, F.R.G.S., *Chairman*,
61, Great Cumberland Place, London, W.

R. BYRON JOHNSON (Chairman The British Columbia Development Association, Limited), 49, Parliament Street, London, S.W.

HENRY McDOWELL (Director Mining Transport and General Finance Company, Limited), Oatlands Park, Weybridge.

ARTHUR J. SANDERSON, 66, St. James Street, Pall Mall, London, S.W.

THE O'CLERY, 2, Essex Court, Temple, London, E.C.

Advisory Board in Victoria, B.C.

WALTON EDWARD DOWLEN, M.E., *Managing Director* in Victoria
(late Government Survey and Mineralogical Department,
British Columbia), Board of Trade Buildings, Victoria, B.C.

HON. DAVID W. HIGGINS, M.P.P. (Speaker Legislative Assembly,
B.C.) Cadboro Bay Road, Victoria, B.C.

J. W. POWELL (Late Government Commissioner Indian Affairs,
B.C.), Victoria, B.C.

F. W. POTTER & CO. L.T.D., 11, Wormwood St., E.C.--51791
Tel No. 2521 AV.

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Memorandum of Association OF THE LAKE BENNETT & KLONDIKE STEAM LIMITED.

1. The name of the Company is "THE LAKE BENNETT AND KLONDIKE STEAM NAVIGATION COMPANY, LIMITED."

2. The Registered Office of the Company shall be situated in England.

3. The objects for which the Company is formed are:—

(a) To establish and work in British Columbia, Dominion of Canada any lines of steamers, and particularly one to run from the head of Lake Bennett to Dawson City.

(b) To acquire from Mr. F. M. Rattenbury all his interest in certain contracts entered into with him by The Albion Iron Works Company, Limited, Mr. W. J. Stephens, and Messrs. A. M. Bannerman and James Brice, all of Victoria, British Columbia, for the construction of steamers, or portions thereof, and machinery, stores, and other articles and things, and for the purpose of such acquisition to enter into any agreements, and to carry the same into effect with or without modification.

(c) To obtain an Act or Acts of Parliament of the Dominion of Canada, or a Charter or Charters for, and to build, equip and work a railway from the north end of Marsh Lake to Hootalingua River, and a railway or tramway on either side of the White Horse Rapids and Miles Canyon, and to obtain any land grants, concessions and rights connected therewith.

(d) To purchase, take on lease, and otherwise acquire, any real and personal property in British Columbia, and any concessions, licences, rights or privileges which the Company may think necessary, and to develop the resources of, and turn to account the lands, buildings, and rights for the time being of that Company in such manner as the Company may think fit, and in particular by clearing, draining, fencing, planting, grazing, and mining, and by promoting immigration and establishing towns, villages and settlements.

(e) To purchase, charter, hire, build, or otherwise acquire and hold, steam and other ships or vessels, or any shares or interests therein, and also shares, stocks, and securities of any companies so possessed of or interested in any ships or vessels, and to maintain, repair, improve, alter, sell, exchange, or let out to hire or charter, or otherwise deal with and dispose of any ships, vessels, shares or securities as aforesaid.

(f) To employ any such ships or vessels in the conveyance of passengers, mails, troops, munitions of war, timber, machinery, live and dead stock, meat, corn, and other produce, and of treasure and merchandise of all kinds.

(g) To carry on all or any of the businesses of constructors and proprietors, of railways, tramways, docks, wharves, jetties, piers, saw mills, warehouses and stores, and of ship owners, ship brokers, insurance brokers, managers of shipping property, freight contractors, carriers by land and sea, barge owners, lightermen, forwarding agents, warehousemen, wharfmasters, hotel proprietors, store keepers, timber merchants, electricians, mechanical engineers and general traders.

(h) To insure with any other company or person against losses, damages, risks and liabilities of all kinds which may affect this Company, and also to carry on the business of marine insurance, and marine accidental insurance in all its respective branches, and to effect re-insurance and counter-insurance.

(i) To obtain, procure, purchase, take upon lease, or under-lease, exchange, or acquire in any other manner, and upon any terms whatsoever, any concessions, privileges, or rights, railways, tramways, canals, water rights, lands, buildings, hereditaments, or other property in the Dominion of Canada, or elsewhere, whether real or personal, corporeal or incorporeal, or any estate or interest therein, or any rights, or privileges over, or in respect of the same, and whether vested or contingent, and whether in possession or reversion.

(j) To make, construct, acquire by purchase, lease or otherwise, and from time to time to maintain, work, manage, and otherwise deal with any roads, ways, works, warehouses, sheds, wharves, docks, stores, dwelling and other houses, mills, workshops, tramways, railways and other roads, waterworks, watercourses, and water power and steam power in general, machinery, steam and other engines, implements, tools, utensils, and any other erections, plant, articles and things, which may from time to time be requisite or convenient for carrying on or developing any of the properties or businesses of the Company.

(k) To transact and carry on all kinds of agency business, and to establish and regulate, whether in the United Kingdom or abroad, agencies for all or any of the purposes of the Company.

(l) To enter into any arrangements with any governments or authorities, supreme, municipal, local, or otherwise, landowners, millowners, water proprietors, manufacturers, traders, carriers, and other persons and companies that may seem conducive to any of the Company's objects, and to obtain from any such government or authority or persons any rights, privileges, and concessions,

and to carry out privileges, and of such government of its objects.

(m) To give an or securities, wh agency or other performance of a

(n) To raise m particular, by the of the Company capital, or other

(o) To make, a exchange, or other

(p) To sell or company, person stock, or mortgag in the Dominion fully paid or not.

(q) To enter in profits, union of company, firm, of the Company or

(r) To amalga England, or else objects similar to otherwise for sh of the Company or by sale or pu of the Company any arrangement

(s) To sell, excl and grant i conce other manner de business, or prop Dominion of Can accept in whole of company whether those of the Com Company among

(t) To form, ce otherwise, in the of acquiring the purpose which mpany, and to sub debentures, or st or in part similar of being conducted

(u) To make ad security, and in Company, and to

(v) To invest m stocks, shares, se if Canada, the advances to such p conditions as may

(w) To procure duly constituted, Canada, or any Kingdom.

(x) To do all th above objects, rendered in obtai

4. The liability

5. The Capital each. The Comp issue any part or rendered, or to be of preference, wh of assets, or any over any shares t deferred rights as be issued, or sub such terms as the

Memorandum of Association

OF THE

ANDERDIKE STEAM NAVIGATION COMPANY, LIMITED.

ANDERDIKE STEAM
Navigation Company
England.

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Mr. W. J.
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concessions,

and to carry out, exercise, and comply with any such arrangements, rights, privileges, and concessions, and to obtain any Act of Parliament or order of any such government or authority for enabling the Company to carry into effect any of its objects.

(M) To give any guarantee of or in relation to mortgages, loans, investments, or securities, whether made, or effected, or acquired through the Company's agency or otherwise, and generally to guarantee or become sureties for the performance of any contracts and obligations.

(N) To raise money in such manner as the Company may think fit, and in particular, by the issue of debentures or by mortgage or charge upon all or any of the Company's property, both present and future, including its uncalled capital, or otherwise.

(O) To make, accept, endorse, and execute cheques, promissory notes, bills of exchange, or other negotiable instruments.

(P) To sell or otherwise dispose of any property of the Company to any other company, person, or firm, and in particular, either for cash, shares, debenture stock, or mortgage, or any other securities of any company, whether registered in the Dominion of Canada, England, or elsewhere, and whether such shares be fully paid or not.

(Q) To enter into partnership or any joint purse arrangement for sharing profits, union of interests, or co-operation with others, or any agency for any company, firm, or person, whether carrying on businesses within the objects of the Company or otherwise.

(R) To amalgamate with any other company in the Dominion of Canada, England, or elsewhere, whether the objects of such company are or include objects similar to those of the Company or otherwise, and whether by sale or otherwise (for shares or otherwise) of the undertaking, subject to the liabilities of the Company or any such company as aforesaid, with or without winding-up or by sale or purchase (for shares or otherwise), of all the shares or stock of the Company or any such other Company as aforesaid, or by partnership or any arrangement of the nature of partnership, or in any other manner.

(S) To sell, exchange, let on royalty, share of profits, or hire, or otherwise, use and grant licences, easements, and other rights, of and in respect of, and in any other manner deal with or dispose of the whole or any part of the undertaking, business, or property of the Company, to any company, firm, or person in the Dominion of Canada, England, or elsewhere, and in consideration thereof to accept in whole or part cash or shares, stock, debentures, or securities of any company whether the objects of such company are or include objects similar to those of the Company or otherwise, and to distribute any of the property of the Company among the members in specie.

(T) To form, register, and promote any company, either limited by shares or otherwise, in the Dominion of Canada, England, or elsewhere, for the purpose of acquiring the properties or any of them of the Company, or for any other purpose which may seem directly or indirectly calculated to benefit this Company, and to subscribe for and take or otherwise acquire and hold shares, debentures, or stock therein, or in any other company having objects altogether or in part similar to those of this Company, or carrying on any business capable of being conducted so as directly or indirectly to benefit this Company.

(U) To make advances for the purposes of the Company, either with or without security, and in particular to agents and persons having dealings with the Company, and to persons desirous of developing the Company's property.

(V) To invest money at interest on the security of land of any tenure, buildings, stocks, shares, securities, merchandise, and any other property in the Dominion of Canada, the United Kingdom, or elsewhere, and generally to lend and advances to such persons upon such securities and terms, and subject to such conditions as may seem expedient.

(W) To procure the Company to be registered, incorporated, or otherwise duly constituted, if necessary or advisable, in British Columbia, the Dominion of Canada, or any foreign country, or any colony or dependency of the United Kingdom.

(X) To do all things as are incidental or conducive to the attainment of the above objects, including a power to pay brokerage or commission for services rendered in obtaining capital for the Company or otherwise.

4. The liability of the members is limited.

5. The Capital of the Company is £150,000, divided into 150,000 shares of £1 each. The Company shall have power to increase or vary such capital, and to issue any part or parts of the capital either for cash or in respect of services rendered, or to be rendered, to the Company, and with such guarantee or right of preference, whether in respect of dividend, repayment of capital, distribution of assets, or any of them, or with any other such special privileges or advantages over any shares for the time being issued, or at such premium, or with such deferred rights as compared with any shares previously issued or then about to be issued, or subject to any such conditions and provisions, and generally on such terms as the Company may from time to time by resolution determine.

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**SUBSCRIPTIONS FOR THE UNDERMENTIONED ISSUE
COLUMBIA DEVELOPMENT ASSOCIATION**

A TRADING COMPANY WITH A

- 1.—The Company practically acquires a monopoly in dealing traffic into the Klondike during this year.
- 2.—Steamers and Saw Mill Machinery now being transported Bennett.
- 3.—Under the terms of the Contract with the Vendor it is price shall remain in the hands of the Company until Lake Bennett.
- 4.—Negotiations are on foot for completing through traffic arrangements who control the wharf accommodation there and the traffic.

The Subscription Lists are now open, and will close before Wednesday, the 9th M

THE

Lake Bennett & Klondike

COMPANY, LIMITED

Incorporated under the Companies Act

CAPITAL

Divided into 150,000 Shares

50,000 Shares will be issued to the Vendor in part and there are now offered for subscription

100,000 SHARES OFFERED

Payable as follows:—2/6 per Share on Application and 10/- per Share two months later

Directors.

RIGHT HON THE EARL OF DUNMORE, F.R.G.S., *Chairman*, 61, R. BYRON JOHNSON (*Chairman The British Columbia Development Street, London, S.W.*)

HENRY McDOWELL (*Director Mining Transport and General Weybridge.*)

ARTHUR J. SANDERSON, 66, St. James Street, Pall Mall, London, THE O'CLERY, 2, Essex Court, Temple, London, E.C.

Advisory Board in Victoria.

WALTON EDWARD DOWLEN, M.E., *Managing Director in Mineralogical Departments, British Columbia*), Board of Trade

HON. DAVID W. HIGGINS, M.P.P. (*Speaker Legislative Assembly*)

J. W. POWELL (*Late Government Commissioner Indian Affairs, Victoria*)

Local Agent, Dawson City

ALFRED REEVES, (*late Geological Survey*)

Bankers.

COMMERCIAL BANK OF SCOTLAND, LIMITED, 62, Lombard Street, London

BANK OF BRITISH NORTH AMERICA, 3, Clements Lane, London

MENTIONED ISSUE ARE INVITED BY THE BRITISH
PMENT ASSOCIATION, LIMITED.

WITH A PRACTICAL MONOPOLY.

monopoly in dealing with about four-fifths of the passenger
year.

w being transported in sections from Victoria, B.C. to Lake

the Vendor it is provided that two-thirds of the purchase
of the Company until the steamers have been delivered at

through traffic arrangements with the Companies at Skagway
on there and the transit over the White Pass.

open, and will close both for Town and Country on or
nesday, the 9th March, 1898.

THE

London and North Western Steam Navigation Company, Limited.

the Companies Acts, 1862 to 1898.

- - - **£150,000**

50,000 Shares of £1 each.

the Vendor in part payment of the purchase price,
w offered for subscription at par—

SHARES OF £1 EACH,

are on Application, 7/6 per Share on Allotment,
are two months after Allotment.

Directors.

R.G.S., Chairman, 61, Great Cumberland Place, London, W.

British Columbia Development Association, Limited), 49, Parliament

Transport and General Finance Company, Limited), Oatlands Park,

Street, Pall Mall, London, S.W.

London, E.C.

Board in Victoria, B.C.

Managing Director in Victoria (late Government Survey and
Columbia), Board of Trade Buildings, Victoria, B.C.

Member Legislative Assembly, B.C.), Cadboro Bay Road, Victoria, B.C.

Commissioner Indian Affairs, B.C.), Victoria, B.C.

Local Agent, Dawson City.

S., (late Geological Survey of Canada).

Bankers.

LIMITED, 62, Lombard Street, London, E.C., and Branches.

A., 3, Clements Lane, London, E.C., and Victoria, B.C.

same at any wharf in the City of Victoria which m
March, 1898, and in the event of all the said machi
the 24th day of March, 1898, the Albion Iron Wo
expense deliver at Lake Bennett on or before th
machinery as shall not have been delivered on the 2

- (b) To acquire a contract dated 20th January, 1898, and W. J. Stephens, of Victoria, whereby the latter necessary for the construction of the frames, floor ti to be numbered, packed and delivered at wharf at ready for shipment to Lake Bennett. If not deliver agrees to forfeit the sum of one hundred dollars per
- (c) To acquire a contract dated 20th January, 1898, A. M. Bannerman and James Bryce, the well know whereby they undertake to take charge at the wharf consisting of machinery, boilers, woodwork, store same at Lake Bennett in good and sound condition also calls for insurance of the goods during the ocean
- (d) To acquire a complete sawmill outfit with engine feet per day.
- (e) To carry out and obtain the benefits of the negotiati

PARTICULARS.—It is generally admitted that the countries ever discovered, and a **rush** is now setting in there su the history of California, Australia, or South Africa.

Preparations of every description are being made in r to handle the traffic fr Klondike this spring, which traffic that steamship companies have been compelled to refuse bookings on hand than they can carry.

From the information furnished by the local agents of reports appearing in the daily press, it is safe to estimate th Francisco, Tacoma, Seattle, Vancouver, and Victoria, B.C., to three most practicable routes, viz. :—

- (1) St. Michaels and Yukon River.
- (2) **Dyea or Skagway, Bennett Lake, Lewes River**
- (3) Wrangel, Stickeen River, and Teslin Lake.

Of these three routes that by Skagway, Lake Bennett a popular for the reason that it is the quickest, and avoids the lon rarely lands the first passengers of the season at Dawson obviates the long and trying overland journey, which has t of every five men who proceed to Klondike it is estimated that f and by the Upper Yukon River route.

Taking as a basis of calculation that only 50,000 men g about 40 000 may be expected to travel by this route. As a wag Lake Bennett will be completed in the spring, there will be no c From that point onwards the journey without the aid of th individual effort toil and privation. Each man going in h baggage, and tools. An outfit that will enable a man to rem all told, amount to some 1,500 lbs. in weight. The present me upper end of Lake Bennett is by means of rudely constructed themselves.

It is understood that a railway from Skagway to L hundreds of people are daily leaving the various Ports on th present moment it is widely known that many thousan Lake Bennett, at Dyea and Skagway, and by about th many thousands of persons waiting for the opening of t

ty of Victoria which may be designated, on or before the 24th day of
nt of all the said machinery as aforesaid not being delivered on or before
3, the Albion Iron Works Company, Limited, will at its own cost and
nnett on or before the 30th April, 1898, such portions of the said
been delivered on the 24th day of March aforesaid.

20th January, 1898, entered into between the said F. M. Rattenbury
oria, whereby the latter undertakes to supply all material and labour
n of the frames, floor timbers, and hulls of three stern wheel steamers,
delivered at wharf at Victoria, B.C., on or before March 24th, 1898;
Bennett. If not delivered on or before the specified date, the builder
ne hundred dollars per day, for each day of demurrage.

20th January, 1898, entered into by the said F. M. Rattenbury and
s Bryce, the well known transportation contractors of Victoria, B.C.,
ke charge at the wharf in Victoria of up to 50,000 lbs. of mixed freight
oilers, woodwork, stores, &c., for three steamers, and to deliver the
d and sound condition on or before the 24th May, 1898. This contract
e goods during the ocean transit to Skagway.

mill outfit with engine and boiler, with a capacity of 2,000 superficial

enefits of the negotiations mentioned below.

rally admitted that the Klondike is one of the richest gold bearing
now setting in there such as has never heretofore been known, even in
uth Africa.

are being made in most of the towns and cities on the Pacific coast
spring, which traffic has already begun on such an enormous scale
compelled to refuse both passengers and freight, having more
ry.

by the local agents of these steamship companies and corroborated by
is safe to estimate that at least 100,000 people will travel from San
and Victoria, B.C., to Dawson City during the coming season, via the

ver.

at Lake, Lewes River and Upper Yukon.
ad Teslin Lake.

} To Dawson City.

agway, Lake Bennett and the Upper Yukon River is deservedly the most
est, and avoids the long sea and river journey via St. Michaels, which
ne season at Dawson City before the middle of August, and also
journey, which has to be travelled by the Stickeen Route. Out
ke it is estimated that four will go over the Chilcoot or White Passes

hat only 50,000 men go in during the spring and summer of 1898,
y this route. As a waggon road over the White Pass from Skagway to
ring, there will be no difficulty in reaching the upper end of the Lake.
without the aid of this Company's steamers would be one of great
ch man going in has to supply himself with provisions, personal
enable a man to remain in the country for a year and upwards will,
ght. The present method of transporting this heavy load from the
of rudely constructed boats or rafts made generally by the voyagers

from Skagway to Lake Bennett will be completed this year, and
e various Ports on the Pacific coast for Dyea or Skagway. At the
that many thousands of people are camping at the head of
ay, and by about the end of May, there will undoubtedly be
for the opening of the lakes and rivers.

- (2) Negotiations are pending for the acquisition of certain for this Company's use.
- (3) A mail subsidy has been tendered for.
- (4) A letter has been received from the Hon. G. B. Martin Department, Victoria, B.C., stating that by the time purposes all necessary arrangements can be made.

CARRYING CAPACITY OF STEAMERS.—The Company, and which, in sections, are already on the way to Lake from 75 to 100 passengers, and about 40 tons of freight. These boats are about 18 inches loaded. The specifications call for first-class work will be of the most modern and up-to-date type of the typical Canadian shallow rivers.

It is the intention of the Company to build scows or freighters soon as practicable to increase the number of steamers.

As a commencement one boat will be retained to ply from Lake (a matter of a few hours journey), and the other two utilised to run. Each of the two latter could accomplish from 5 to 6 round trips. Lake Bennett could readily serve each of the two other boats.

EARNING CAPACITY.—On the foregoing basis anticipated:—

Two steamers running each 5 trips a month and carrying each down trip at a through fare of £25 each

Forty tons of freight at 6d. per lb. (carried by steamers)

Forty tons of freight (carried by scows)

Making a total for the season of four months of £235,000 returning passengers or the fact that many passengers not able to travel on the barges.

Although these figures appear large, it must be remembered to accommodate a small percentage of the many thousands who will whom would gladly pay very much larger fares and freights to save incurred in constructing and travelling in their own boats.

HOTELS, STORES, AND SAW MILLS.—The proposed Company proposes to erect at the head of Lake Bennett, and at be established at various points, and from the saw mills (the machinery will be a very considerable and constant source of revenue.

PROFITS.—On a moderate basis the Directors anticipate and contingencies, the net profit of the first years steamer traffic separate apart from any profits from other sources.

PURCHASE PRICE.—The purchase price of the steamers and of the benefit of the negotiations with the Canadian and British by the Vendor Company at the sum of £100,000, payable as to paid shares (being the largest number allowed under the rules of the remaining balance in cash or in shares, or partly in cash and partly. This will leave a sum of £50,000 as working capital, which, in the opinion of The Vendor Company pay all expenses up to allotment.

CONTRACTS.—The following contracts have been entered into

- (A) A contract dated 20th January, 1898, between The Albion B.C., and Francis Mawson Rattenbury.
- (B) A contract dated 20th January, 1898, between W. J. Stephen Rattenbury.
- (C) A contract dated 20th January, 1898, between A. M.

acquisition of certain timber limits now under Government reserve for.

the Hon. G. B. Martin, Chief Commissioner of Lands and Works, stating that by the time the Company will require land for terminal works can be made.

STEAMERS.—The three river steamers to be acquired by this Company on the way to Lake Bennett, have a carrying capacity each of 1,000 tons of freight. These boats will draw some 7 inches in light draught, and call for first-class workmanship in every particular, and the boats are of the typical Canadian light draught stern wheel steamer for

to build scows or freight barges to be towed by the steamers, and as steamers.

are retained to ply from Lake Bennett to the Rapids (which is only a few miles) and the other two utilised to run from below the Rapids to Dawson City. The first will make 5 to 6 round trips per month, whilst the single steamer from the Rapids will make two other boats.

On the foregoing basis the following results may be reasonably

for a month and carrying, say 75 passengers =	
Fare of £25 each	£18,750
Food (carried by steamers)	20,000
Scows)	20,000
Per month	<u>£58,750</u>

for 12 months of £235,000, without taking into account the fares of passengers not able to find places on the steamers will take passage

it must be remembered that these steamers and barges will only carry a few thousands who will be pushing through to Klondyke; many of the passengers will have to pay for their own boats, and freightage to save the time, expense, danger and hardship of their own boats.

W MILLS.—The profits to be realized from the hotels which the Company will have at Lake Bennett, and at the White Horse Rapids, from the stores to be sold at the saw mills (the machinery for which is now on the way to the spot) will be a source of revenue.

The Directors anticipate that after making allowance for all expenses of the first years steamer traffic should be considerably over £100,000, quite

The base price of the steamers and saw mill delivered at Lake Bennett, the Canadian and British Columbian Governments has been fixed at £100,000, payable as to £15,000 in cash, as to £50,000 in fully paid-up shares (under the rules of the London Stock Exchange), and as to the balance partly in cash and partly in shares at the option of the Directors. The capital, which, in the opinion of the Board is ample for all purposes, will be allotted.

have been entered into:—

1898, between The Albion Iron Works Company, Limited, of Victoria, and the Company.

1898, between W. J. Stephens, of Victoria, B.C., and Francis Mawson

1898, between A. M. Bannerman and James Bryce and Francis

Bankers.

COMMERCIAL BANK OF SCOTLAND, LIMITED, 62, Lomb
BANK OF BRITISH NORTH AMERICA, 3, Clements Lane,

Brokers.

CLAYTON & ROSE, Bartholomew House, Bank of England

Auditors.

LUMB, BARRON & Co., 85, Gracechurch

Solicitors.

IN LONDON:—FOSS & LEDSAM, 5, Fenchurch Street, L

IN VICTORIA, B.C.:—GEORGE E. POWELL, B.A., Board

Secretary and Registered C

IN LONDON:—WALTER KELSEY, 85, Gracechurch

IN VICTORIA, B.C.:—SYDNEY BOOTH, Board of

PROSPECTU

OBJECTS.—This Company is formed for the purpose of the head of Lake Bennett, through the continuous waterway of Lake River and the Upper Yukon River to Dawson City, the monopoly has been practically secured by this Company, as explained in the Company will be:—

- (A) To acquire a contract entered into the 20th day of January Company, Limited, of Victoria, British Columbia, and F. the said Company undertakes to build the machinery c boilers and all necessary appurtenances, according to

Bankers.

LIMITED, 62, Lombard Street, London, E.C., and Branches.
A, 8, Clements Lane, London, E.C., and Victoria, B.C.

Brokers.

ouse, Bank of England, and Stock Exchange, London, E.C.

Auditors.

Co., 85, Gracechurch Street, London, E.C.

Solicitors.

. Fenchurch Street, London, E.C.

POWELL, B.A., Board of Trade Buildings, Victoria, B.C.

Attorney and Registered Offices.

ELSEY, 85, Gracechurch Street, London, E.C.

BY BOOTH, Board of Trade Buildings, Victoria, B.C.

SPECTUS.

ed for the purpose of establishing a line of steamers to run from
uous waterway of Lake Bennett, Marsh Lake, Lake Labarge, Lewes
on City, the monopoly for which route during the ensuing season
ny, as explained in the following paragraphs. The objects of the

the 20th day of January, 1898, between The Albion Iron Works
ritish Columbia, and F. M. Rattenbury, of the same place, whereby
uild the machinery complete for three steamers, together with
enances, according to approved specifications and to deliver the

It is understood that a railway from Skagway to I hundreds of people are daily leaving the various Ports on t present moment it is widely known that many thousa Lake Bennett, at Dyea and Skagway, and by about t many thousands of persons waiting for the opening of

LIGHT DRAUGHT STERN WHEEL STEA
of light draught stern wheel steamers which can be run from t White Horse Rapids with every facility. From the up-strea is in course of construction for transport of goods and p Rapids the Company will have similar steamers to those use City. The whole journey from Victoria, B.C., to Dawson C from 30 to 40 days will be curtailed to about 12 days by

MONOPOLY ENJOYED BY THIS COMPAN
the only ones in course of construction for the lake and river s this description can be built and transported to Lake Be this Company will have a practical monopoly of the advantage for future operations.

NEGOTIATIONS IN HAND.—In addition to a applications and tenders to the Dominion and Provincial Gove are the following:—

- (1) Sir Charles Hibbert Tupper, as Solicitor for the Ver for a charter to build a railway from the north end o of 35 miles, with land grants, concessions, and th \$15,000 per mile; also the right to build a rail Horse Rapids and Miles Canyon, a distance of abou connect different navigable water ways.

from Skagway to Lake Bennett will be completed this year, and the various Ports on the Pacific coast for Dyea or Skagway. At the time that many thousands of people are camping at the head of the lake, and by about the end of May, there will undoubtedly be a great increase in the number of voyagers for the opening of the lakes and rivers.

WHEEL STEAMERS.—The Company is establishing a system which can be run from the terminus of the road at Lake Bennett to the mouth of the Yukon. From the up-stream end of the White Horse Rapids a tram-way will be constructed for the transport of goods and passengers. From the down-stream end of the Rapids, steamers will be used to those used above the Rapids, for transportation to Dawson City, B.C., to Dawson City, now taking, under favourable circumstances, about 12 days by this Company's Steamers.

YUKON COMPANY.—The Company's steamers are believed to be the best for lake and river service on this route, and as no other boats of this size are now transported to Lake Bennett in time for the opening of this season, the Company has a virtual monopoly of the traffic for this season, and a substantial

ADVANTAGES.—In addition to acquiring this most valuable monopoly, certain agreements with the Federal and Provincial Governments have already been made. Among these

The Solicitor for the Vendors, has applied to the Dominion Government for a right of way from the north end of Marsh Lake to Hootalinqua River, a distance of about 3½ miles, concessions, and the right to issue debentures for not more than \$1,000,000. The right to build a railway or tramway on either side of the White Horse Rapids, a distance of about 3½ miles, the object of both railways being to facilitate the transport of goods and passengers by water ways.

The Vendor Company pay all expenses up to allotment.

CONTRACTS.—The following contracts have been entered in

- (A) A contract dated 20th January, 1898, between The Albion B.C., and Francis Mawson Rattenbury.
- (B) A contract dated 20th January, 1898, between W. J. Ste Rattenbury.
- (C) A contract dated 20th January, 1898, between A. M. Mawson Rattenbury.
- (D) A contract dated 19th February, 1898, between Francis Reefs Exploration Company, Limited.
- (E) A contract dated 4th March, 1898, between the K Limited, and the Company, selling the benefit of all the

The Vendor Company have entered into contracts relating to the Company, and the guaranteeing of such amounts as are required for working capital, to none of which contracts the Company is a party. It may, however, be construed as contracts within the meaning of the Statute. Applicants for shares must therefore be deemed to have had full notice of such disclosure of such contracts, and to have agreed with the Company (and persons liable) to waive any claims against them for not more than the Companies Act, 1867.

The Memorandum and Articles of Association and the above are the offices of the Solicitors of the Company.

APPLICATIONS.—Applications for shares should be made to the Bankers of the Company, together with the amount due on deposit will be returned in full without deduction.

A Stock Exchange quotation will be applied for in due course.

Prospectuses and Forms of Application can be obtained from the Auditors, and at the Offices of the Company.

Dated 4th March, 1898.

to allotment.

ts have been entered into :—

398, between The Albion Iron Works Company, Limited, of Victoria, Rattenbury.

398, between W. J. Stephens, of Victoria, B.C., and Francis Mawson

1898, between A. M. Bannerman and James Bryce and Francis

398, between Francis Mawson Rattenbury, and the Klondike Gold Mining Company, Limited.

398, between the Klondike Gold Reefs Exploration Company, for the benefit of all the above contracts to this Company at a profit.

and into contracts relative to the formation and issue of the shares as are required for the cash payments and the provision of the Company is a party. Such contracts, or some of them, are within the meaning of Section 38 of the Companies Act, 1867, and are deemed to have had full notice thereof, and to have waived any further notice required with the Company (as Trustees for the Directors and other shareholders) in respect of them for not more fully complying with Section 38 of the

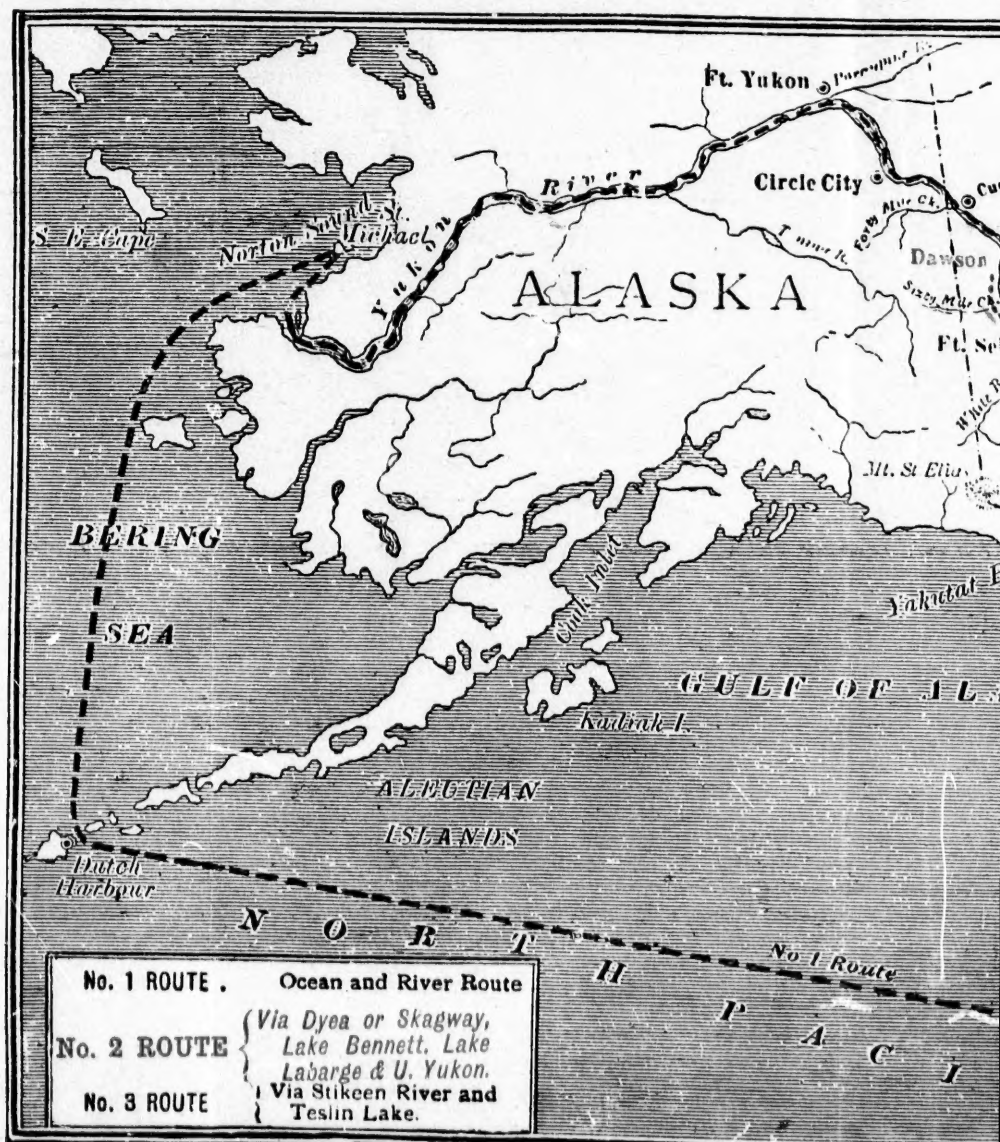
Association and the above-mentioned Contracts can be seen at the

for shares should be made on the accompanying form and forwarded with the amount due on application. If no allotment is made, the application is void.

applied for in due course.

Information can be obtained from the Bankers, Brokers, Solicitors, and

5,000 miners went by this route last year, and it is expected over 4



No. 1 ROUTE.—Ocean Steamer from Victoria, B.C. to St. Michaels, thence by River Boat to Dawson City.

No. 2 ROUTE.—Ocean Steamer from Victoria, B.C., to Dyea or Skagway (28 miles), thence by River Steamer down stream to

No. 3 ROUTE.—Ocean Steamer from Victoria, B.C. to Wrangell (American Territory) distance 750 miles, 150 miles to Teslin Lake, thence down stream 650 miles to Dawson City, taking in

s expected over 40,000 people will travel by this same route this Season.



by River Boat to Dawson City, making a total distance of 4,425 miles and taking about six weeks.

to Dyea or Skagway (995 miles), thence over the passes to Lake Bennett
 and down stream to Dawson City (575 miles), taking in all about 12 days.

territory) distance 750 miles, thence by River Steamer up stream (150 miles), thence on foot over an Indian trail for
 to Dawson City, taking in all about 25 days.